



HOMELAND SECURITY APPLICATIONS



“Operationalizing New and Emerging Biometric Technologies at 20 Airports”

BRIEFING TO CARDTECH SECURTECH CONFERENCE 2002

November 19, 2002

Prepared by:

RICHARD T. LAZARICK

TRANSPORTATION SECURITY ADMINISTRATION (TSA)



HOMELAND SECURITY APPLICATIONS



Airport Access Control Pilot Program

- ❖ TSA's initial Airport Operational Evaluation
- ❖ Supported by Congressional Appropriations



HOMELAND SECURITY APPLICATIONS



Program Background

- ❖ Requirement to perform pilot projects at 20+ airports cited in PL107-71 [section 106(d)]
- ❖ Includes several access control related technologies: **biometrics**, piggyback/tailgate controls, surveillance (video and other) and advances in access control systems
- ❖ Required to be "new and emerging", and also be near-term deployable



HOMELAND SECURITY APPLICATIONS



Program Basics

- ❖ Small scale deployment at any site, not necessarily retained after evaluation
- ❖ Short term (3 month) operational evaluation period, extendable (to 6 months) by mutual agreement
- ❖ End result is a “body of knowledge” to assist TSA and airport decision makers regarding performance standards, regulatory requirements, and product suitability



HOMELAND SECURITY APPLICATIONS



Program Approach

- ❖ Utilize the services of a major Systems Integrator
 - Competitively selected
- ❖ Solicit airport volunteers (all invited)
- ❖ Solicit vendor/technology providers to identify products suitable for pilots
- ❖ Utilize the services of a third-party non-commercial organization to evaluate products



HOMELAND SECURITY APPLICATIONS



Site Selection Process

Based on tri-lateral agreement:

- ❖ Airport willing to participate in defined activity
- ❖ Systems Integrator able to achieve system operability
- ❖ TSA agreement that technologies are appropriate and the planned spectrum of technologies and conditions are met



HOMELAND SECURITY APPLICATIONS



Technologies to be Evaluated

Biometrics (face, fingerprint, hand geometry, iris, speaker recognition)

Piggybacking (detectors, turnstiles, security portals, vehicle gates)

Surveillance (video capture, image processing for intruder tracking, scene analysis for abnormal activity, other intrusion sensor technologies)



HOMELAND SECURITY APPLICATIONS



Program Milestones

Solicitation to Airport Managers 6/21/02

75 affirmative replies, 1 negative, 2 belated affirmatives

Survey volunteer airport access control characteristics – October 02

RFI for Technology Providers – 11/02 (planned)

Production or near-production products

RFI posting on TSA web site

RFP for Systems Integrator – 11/02 (planned)

Using existing NIH CIO-SP2i contract vehicle



HOMELAND SECURITY APPLICATIONS



Independent Evaluator

Contract award 9/12/02 to **Mitretek**

- ❖ Providing technical support – Program Management
- ❖ Evaluate technology offerings, recommend to TSA/SI
- ❖ Planning to conduct large scale "scenario evaluation" of biometrics in access control application



HOMELAND SECURITY APPLICATIONS



Schedule Highlights

Planning, contracting – completed by December 2002

Phase I – December 2002 – August 2003

- First set of airports (~ 10)

- Lower risk technologies deployed

- Conduct and report “Scenario Evaluation”

- Interim report of operational findings

Phase II – August 2003 – May 2004

- Conduct remaining airport sites

- Publish findings



HOMELAND SECURITY APPLICATIONS



Airport Access Points Examples

- Terminal doors to baggage area
- Vehicle gate in the perimeter fence
- Crew door that provides access to the aircraft ramp area
- Cross-perimeter buildings (cargo, maintenance, food services)
- General aviation boundary with commercial airline operating portion of the ramp

Video capability to provide detection, alarm, and subsequent tracking of an intruder (e.g., tailgater or piggybacker) entering an access point.



HOMELAND SECURITY APPLICATIONS



Questions?

Contact information:

Rick Lazarick – TSA Access Control Technology R&D

Work – 609-485-6996

Fax – 609-383-1973

Email – rick.lazarick@faa.gov